

and 25 public rights of way/ national cycle network routes within 450 metres of the site with 11 proposed to be crossed in section 3.

- 7.146 Severance of Public Rights of Way has been limited by siting of the cable route, construction compounds and laydown areas as well as planning of construction activities. Temporary disruption to Public Rights of Way, National Cycle Network or other recreational routes during construction is unavoidable, suitable diversions will be agreed with East Riding of Yorkshire Council's Public Rights of Way and Countryside Access Team and implemented where temporary diversions are required. Where applicable, Public Rights of Way diversions will "dog-leg" the original route before a perpendicular crossing of the corridor.
- 7.147 The proposed cable route crosses the Yorkshire Wolds Way National Trail near Arras. However no diversion is anticipated.
- 7.148 Public Rights of Way and Countryside Access Team has been consulted and confirmed no objections. Joint Local Access Forum of the East Riding of Yorkshire and Kingston upon Hull have also commented and raised no objections. National trails have commented and requested confirmation that no diversion is required (no diversion is anticipated) and safety of walkers crossing at this point is safeguarded (walkers will be safeguarded by mitigation measures to control various construction activities such as noise, dust, hours of constructions etc).
- 7.149 An Access Management Plan detailing the management of public highways and public or permissive rights-of-way during the works will be secured as part of a necessary Construction Environmental Management Plan (CEMP) condition.
- 7.150 This proposal therefore complies with policies ENV5 of the ERLP-SD and DM5 of the JMLP as well as guidance contained in the NPPF and its associated PPG.

Local Geological Sites and Mineral Safeguarding

- 7.151 Part D of Planning Policy ENV4 states harm or loss to National or Local designated sites, which include Local Geological Sites, cannot be prevented or adequately mitigated, as a last resort, compensation for the loss/harm, must be agreed. Development will be refused if it cannot be prevented, adequately mitigated against or compensated for.
- 7.152 Five Local Geological Sites (LGS) (previously referred to as Regionally Important Geological Sites (RIGS)) are valued for their educational value they hold, the role they play in the development of geological science or for the rocks, fossils or features they hold and have been identified within Sections 1 and 2. However they would not be lost or damaged by the proposed development.
- 7.153 Mineral safeguarding areas, in relation to sand and gravel, limestone, clay, chalk and silica sand, were also identified at various locations along the entire length of the route.
- 7.154 Due to the fact the proposed development is non mineral related it needs to comply with policy EC6 of the ERLP-SD that confirms non-mineral development, which would adversely affect the viability of exploiting the underlying or adjacent deposit in the future, will only be supported where it can demonstrate certain criteria.
- 7.155 These are - 1. Underlying or adjacent mineral is of limited economic value; 2. Need for the development outweighs the need to safeguard the mineral deposit; 3. Non-mineral

development can take place without preventing the mineral resource from being extracted in the future; 4. Non-mineral development is temporary in nature; or 5. Underlying or adjacent mineral deposit can be extracted prior to the non-mineral development proceeding, or prior extraction of the deposit is not possible

- 7.156 In this case the proposal would not sterilise the whole mineral deposit allowing future extraction EC6(3) outside of the easement and in agreement with National Grid. The proposal therefore complies with policy EC6 of the ERLP-SD.

Northern Gas Networks Existing Infrastructure

- 7.157 An objection has been received from Northern Gas Networks due to the fact the application site is located within close proximity of Northern Gas Networks infrastructure on several locations along the cable route. The applicant has been liaising with Northern Gas Networks and is required to completed legal agreements to safeguard Northern Gas Networks infrastructure separate from planning permission before development commences. Members will be updated at Planning Committee.

Response to Third Party objections

- 7.158 Most third party objections and the NFU objection have raised lack of communication from the developer as well as the fact no voluntary/ optional agreements were in place with landowners prior to the formal submission of this planning application. There is no planning requirement for the developer to undertake pre-commencement consultation with local residents for the nature of development proposed. Furthermore voluntary and optional agreements are a private matter between the developer and landowners separate from planning legislation and are not a material planning consideration. It would be unreasonable to refuse or defer determination of this planning application on this point. In any event planning permission would go with the land, not the developer, and landowners would benefit from the permission should it be granted. The impacts of Electric and Magnetic Fields on farm machinery is not a material planning consideration. In terms of publicity the Council has erected 96 site notices along the cable route and placed 5 press notices in local papers (Brid Free Press, Goole Chronicle, Pocklington Post, Driffield and Wolds and the Hull Daily Mail). Other grounds of objection are addressed in the report above.

8. CONCLUSION

- 8.1 Planning policy supports the principle of the proposal and there are no Coastal Change Management Area; Use of Agricultural Land; Soils; Design; Landscape and Visual Amenity; Nature Conservation and Ecology; Impact on Heritage Assets; Flood Risk, Drainage and Groundwater Protection; Impact on Living Conditions; Access, Parking and Highway Safety; Public Rights of Way; Local Geological Sites and Mineral Safeguarding or Northern Gas Networks Existing Infrastructure concerns.

9. RECOMMENDATION

It is therefore recommended that the application be **APPROVED** subject to the following condition(s):

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

This condition is imposed to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004 and in order to ensure that the Local Planning Authority retains the right to review unimplemented permissions.

2. The development hereby permitted shall be carried out in accordance with the with the following approved plans listed below:

60641917-SHT-LA-0000-L-0001 – Proposed Landscape Mitigation Plan – Rec'd 14.06.2022

PDD-100822-LAY-030 – Proposed Typical Trench Sections – Rec'd 14.06.2023

PDD-100822-LAY-031 – Proposed Ducted Cable Ditch Crossing – Rec'd 14.06.2022

PDD-100822-LAY-032 – Proposed Ducted Cable Road Crossing – Rec'd 14.06.2022

PDD-100822-LAY-034 – Proposed Ducted Cable Water Crossing – Rec'd 14.06.2022

PDD-100822-LAY-035 – Temporary Construction Compound - Proposed Site Plans – Rec'd 14.06.2022

PDD-100822-LAY-036 – Main Construction Compound - Proposed Site Plans – Rec'd 14.06.2022

PDD-100822-LAY-037 – Satellite Construction Compound - Proposed Site Plans – Rec'd 14.06.2022

PDD-100822-LAY-039 – Proposed Transition Joint Bay Arrangement – Rec'd 14.06.2022

PDD-100822-LAY-040 – Proposed Culvert Details – Rec'd 14.06.2022

PDD-100822-LAY-041 – Proposed Culvert Details – Rec'd 14.06.2022

PDD-100822-LAY-065 – Proposed Access Arrangements (A165 - BM001) – Rec'd 14.06.2022

PDD-100822-LAY-066 – Proposed Access Arrangements (A165 - BM002) – Rec'd 14.06.2022

PDD-100822-LAY-067 – Proposed Access Arrangements (B1249 - BM009) – Rec'd 14.06.2022

PDD-100822-LAY-068 – Proposed Access Arrangements (A164 - BM012) – Rec'd 14.06.2022

PDD-100822-LAY-069 – Proposed Access Arrangements (B1248 - BM015) – Rec'd 14.06.2022

PDD-100822-LAY-070 – Proposed Access Arrangements (A1079 - BM024) – Rec'd 14.06.2022

PDD-100822-LAY-071 – Proposed Access Arrangements (A1034 - BM025A) – Rec'd 14.06.2022

PDD-100822-LAY-072 – Proposed Access Arrangements (A1034 - BM025B) – Rec'd 14.06.2022

PDD-100822-LAY-073 – Proposed Access Arrangements (A614 - BM033A) – Rec'd 14.06.2022

PDD-100822-LAY-074 – Proposed Access Arrangements (A614 - BM033B) – Rec'd 14.06.2022

PDD-100822-LAY-075 – Proposed Access Arrangements (A614 - BM035) – Rec'd 14.06.2022

PDD-100822-LAY-076 – Proposed Access Arrangements (B1228 - BM036) – Rec'd 14.06.2022

PDD-100822-LAY-077 – Proposed Access Arrangements (B1221 - BM037) – Rec'd 14.06.2022

PDD-100822-LAY-078 – Proposed Access Arrangements (A63 - BM038) – Rec'd 14.06.2022

PDD-100822-LAY-082 – Proposed Access Arrangements (BM043) – Rec'd 14.06.2022
SEGL2-T-ES-3-9-V1-20220531 – Biodiversity Net Gain Off Site Areas Only – Rec'd 14.06.2022
SEGL2-T-PA-1-V1-20220531 – Location Plan – Rec'd 29.06.2022
SEGL2-T-PA-2-V2-20220531 – Areas of Development within East Riding of Yorkshire – Rec'd 29.06.2022
SEGL2-T-PA-3-V1-20220531 – Areas of Development within Selby District Council – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (1 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (2 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (3 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (4 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (5 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (6 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (7 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (8 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (9 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (10 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (11 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (12 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (13 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (14 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (15 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (16 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (17 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (18 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (19 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (20 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (21 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (22 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (23 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (24 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (25 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (26 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (27 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (28 of 39) – Rec'd 29.06.2022
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SEGL2-T-PA-4A-V1-20220628 – Location Plan (30 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (31 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (32 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (33 of 39) – Rec'd 29.06.2022
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SEGL2-T-PA-4A-V1-20220628 – Location Plan (35 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (36 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (37 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (38 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-4A-V1-20220628 – Location Plan (39 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (1 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (2 of 39) – Rec'd 29.06.2022
SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (3 of 39) – Rec'd 29.06.2022
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SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (5 of 39) – Rec'd 29.06.2022

SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (6 of 39) – Rec’d 29.06.2022
SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (7 of 39) – Rec’d 29.06.2022
SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (8 of 39) – Rec’d 29.06.2022
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SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (10 of 39) – Rec’d 29.06.2022
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SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (12 of 39) – Rec’d 29.06.2022
SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (13 of 39) – Rec’d 29.06.2022
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SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (23 of 39) – Rec’d 29.06.2022
SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (24 of 39) – Rec’d 29.06.2022
SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (25 of 39) – Rec’d 29.06.2022
SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (26 of 39) – Rec’d 29.06.2022
SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (27 of 39) – Rec’d 29.06.2022
SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (28 of 39) – Rec’d 29.06.2022
SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (29 of 39) – Rec’d 29.06.2022
SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (30 of 39) – Rec’d 29.06.2022
SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (31 of 39) – Rec’d 29.06.2022
SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (32 of 39) – Rec’d 29.06.2022
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SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (34 of 39) – Rec’d 29.06.2022
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SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (38 of 39) – Rec’d 29.06.2022
SEGL2-T-PA-5A-V1-20220628 – Proposed Block Plan (39 of 39) – Rec’d 29.06.2022

This condition is imposed in accordance with policies ENV1 of the East Riding Local Plan and for the avoidance of doubt and to ensure that the development hereby permitted is carried out in accordance with the approved details in the interests of the character and amenity of the area and the provisions of the development plan.

3. No development shall take place on site (other than survey work) until a Construction Phasing Plan (CPP) has been submitted to the Local Planning Authority and approved in writing. The CPP shall set out the phases of the works. Thereafter, the development shall be carried out in accordance with the approved CPP unless otherwise agreed in writing with the Local Planning Authority.

This pre-commencement condition is imposed in accordance with policies ENV1 and ENV4 of the East Riding Local Plan in order to secure the programming and phasing of, and an orderly pattern to the development.

4. No development shall take place on site (other than survey work) until a Biodiversity Net Gain Plan (BNGP) has been submitted to the Local Planning Authority and approved in writing.

This pre-commencement development is imposed in accordance with policies ENV4 and ENV5 of the East Riding Local Plan and in order to secure biodiversity enhancement.

5. No development shall take place on site (other than survey work) until an investigation and risk assessment of land contamination has been completed by competent persons and a report of the findings submitted to and approved in writing by the Local Planning Authority. This shall include an appropriate survey of the nature and extent of any contamination affecting the site, and an assessment of the potential risks to human health, controlled waters, property and ecological systems. Where unacceptable risks are identified, an appropriate scheme of remediation to make the site suitable for the intended use must be submitted to and approved in writing by the Local Planning Authority.

This pre-commencement condition is imposed in accordance with policies ENV1 and ENV6 of the East Riding Local Plan and to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other receptors.

6. Unless otherwise agreed in writing by the Local Planning Authority, no phase of the development shall be first brought in to use (other than testing) until the approved scheme of remediation has been completed, and a verification report demonstrating the effectiveness of the remediation carried out has been submitted to, and approved in writing by, the Local Planning Authority. The verification report shall include a description of the works undertaken and a photographic record where appropriate, the results of any additional monitoring or sampling, evidence that any imported soil is from a suitable source, and copies of relevant waste documentation for any contaminated material removed from the site.

This pre-commencement condition is imposed in accordance with policies ENV1 and ENV6 of the East Riding Local Plan and to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other receptors.

7. No development shall take place on site until a written scheme of archaeological investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority. The WSI shall include:
 - i. Details of the sites and areas which will be subject to a programme of investigation
 - ii. Details of the techniques to be employed and how the results will be recorded
 - iii. A finds procedure incorporating an assessment of significance and proposed mitigation strategy (i.e. preservation by record, preservation in situ or a mix of these elements).
 - iv. Provision for site analysis
 - v. Provision for publication and dissemination of analysis and records
 - vi. Provision for archive deposition
 - vii. Nomination of a competent person/organization to undertake the work

Thereafter, the development shall be carried out in accordance with the approved WSI.

This pre-commencement condition is imposed in accordance with policy ENV3 of the East Riding Local Plan and in order to provide a reasonable opportunity to record the history of the site which site lies within an area of archaeological interest.

8. No development shall take place on site until a Construction Method Statement (CMS) for that phase has been submitted to the Local Planning Authority and approved in writing. The CMS shall define the construction and installation methods including crossing methods for that phase. Thereafter, the development shall be carried out in accordance with the approved CMS unless otherwise agreed in writing with the Local Planning Authority.

This pre-commencement condition is imposed in accordance with policies ENV1 and ENV6 and in order to confirm how features such as main rivers will be crossed.

9. No development shall take place on site until a Construction Environmental Management Plan (CEMP) for that phase incorporating the provisions of the submitted Outline CEMP has been submitted to the Local Planning Authority and approved in writing. The CEMP shall include:

- i. An Access Management Plan detailing the management of public highways and public or permissive rights-of-way during the works;
- ii. A Noise and Vibration Plan in accordance with British Standard 5228 detailing how noise and vibration will be controlled and mitigated during the works;
- iii. A Dust Management Plan detailing how dust and other airborne emissions will be controlled and mitigated during the works;
- iv. A Soil Management Plan to be informed by pre-construction soil surveys in accordance with Natural England guidelines incorporating the provisions of the submitted Outline Soil Management Plan detailing how soil resources will be protected during the works;
- v. An Ecological Management Plan incorporating relevant Species Protections Plans (SPPs) to be informed by updated pre-construction surveys detailing how sensitive species and habitats will be protected during the works;
- vi. An Invasive and Non-Native Species (INNS) method statement detailing how INNS encountering during the works will be managed.
- vii. A Site Waste Management Plan detailing how waste generated during construction will be managed;
- viii. A Pollution Prevention and Emergency Incident Response Plan setting out measures to prevent pollution and procedures to be followed in the event pollution is encountered or released.
- ix. A Communications Plan including a point of contact for local residents and businesses, and a procedure for all complaints to be reported to the Local Planning Authority.

Thereafter, the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing with the Local Planning Authority.

This pre-commencement condition is imposed in accordance with policies ENV1, ENV4, ENV5, ENV6 and EC5 of the East Riding Local Plan and in order to minimise the impact of the development on the environment, local residents and businesses in the vicinity of the works.

10. No development shall take place on site until a Construction Drainage Scheme showing the method and working of temporary drainage facilities, including surface and foul water drainage on the site associated with the specified phase of the Development has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved Scheme unless agreed in writing with the Local Planning Authority.

This pre-commencement condition is imposed in accordance with policy ENV6 of the East Riding Local Plan and in order to ensure that the proposal is provided with a satisfactory means of drainage during construction.

11. No development shall take place on site until a Construction Traffic Management Plan (CTMP) for that phase incorporating the provisions of the submitted Outline CTMP have been submitted to and approved in writing by the Local Planning Authority. The CTMP shall include details of:

- i. Construction access routes;
- ii. Site/haul road access points including temporary bellmouth design;
- iii. Pre-construction and post-construction surveys of construction access and delivery routes (to be agreed with Streetscene Services);
- iv. Improvements, maintenance, monitoring and repairs of access and delivery routes;
- v. Programme and methods for road improvements required to enable construction access;
- vi. Details of wheel washing facilities;
- vii. Details of covering vehicles / materials to prevent dust / deposits on the highway; and
- viii. Details of methods that will minimise the impact of construction traffic during peak network periods.

Thereafter, the development shall be carried out in accordance with the approved CTMP unless agreed in writing with the Local Planning Authority.

This pre-commencement condition is imposed in accordance with policy ENV1 of the East Riding Local Plan and in order to ensure that highway safety and any necessary improvements and repairs to the highway network as a consequence of the development is carried out in accordance with an approved Traffic Management Plan in the interests of highway safety.

12. No development shall take place on site until a Detailed Access Layout for each access/crossing point directly from an A or B classified roads for that phase has been submitted to the Local Planning Authority and approved in writing.

This pre-commencement condition is imposed in accordance with policies ENV1 and EC4 of the East Riding Local Plan and to ensure safe access and egress is provided and the closing up of the access is safe for highway users.

13. No development shall take place on site until a Land Restoration Scheme for that phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include landscape protection, replacement, and reinstatement, and a timetable for their implementation. Upon the completion of each phase, and following the cessation of use of

any associated temporary works compounds, works areas and haul roads, the land shall be reinstated in accordance with the approved scheme.

This pre-commencement condition is imposed in accordance with policies ENV1, ENV2, ENV4, ENV5 and EC5 and to ensure a suitable restoration scheme is achieved.

14. In the event that contamination is found at any time when carrying out the approved development, that was not previously identified, it must be reported immediately to the Local Planning Authority. An appropriate investigation and risk assessment must be undertaken, and where remediation is necessary, a remediation scheme must be prepared by competent persons and submitted to the Local Planning Authority for approval. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.

This condition is imposed in accordance with policies ENV1 and ENV6 of the East Riding Local Plan and to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other receptors.

15. Unless otherwise agreed in writing with the Local Planning Authority, Heavy Goods Vehicles (HGV) construction traffic shall only use the route(s) identified in the Construction Traffic Management Plan details agreed by condition 12 for the relevant phase approved by the Local Planning Authority.

This condition is imposed in accordance with policy ENV1 of the East Riding Local Plan and in order to ensure satisfactory HGV construction vehicles can access the site without adversely affecting the safety of other highway users.

16. No development shall take place on site until Traffic Regulation Orders are enacted on relevant parts of the public highway to allow for the mitigation requirements needed for safe construction of vehicular accesses and road crossings. Within 3 months of completion of the construction works any Traffic Regulation Order shall be removed and/or reinstated.

This condition is imposed in accordance with policy ENV1 of the East Riding Local Plan, to allow the public highway to continue to be maintained as per speed limit guidance and the remove the mitigation requirements specifically for construction traffic in the interest of Road Safety.

17. No construction work associated with the development shall take place on any part of the site on any Sunday or Bank Holiday, or on any other day except between the hours of 07.00 – 19.00 on Mondays to Fridays, or 08.00 – 17.00 on Saturdays, except:

(a) in an emergency;

(b) by prior notification in writing to the Local Planning Authority or

(c) where the existing background noise level, at any residential property, is not exceeded. The measurements and assessment of noise levels shall be made in accordance with BS 4142:2014.

This condition is imposed in accordance with policy ENV1 of the East Riding Local Plan and in the interests of the amenities of the area.

18. In the event that work is carried out outside of the approved hours due to an emergency, the developer shall notify the Local Planning Authority, as soon as practicable, and shall within no more than 7 days of the incident provide a written statement, detailing the nature of the emergency and the reasons why such work was necessary.

This condition is imposed in accordance with policy ENV1 of the East Riding Local Plan and in the interests of the amenities of the area.

19. No heavy goods vehicles associated with the development shall enter or leave the site on any Sunday or Bank Holiday, or on any other day except between the hours of 07.00 – 19.00 on Mondays to Fridays, or 08.00 – 16.00 on Saturdays, except in an emergency or with prior agreement in writing from the Local Planning Authority.

This condition is imposed in accordance with policy ENV1 of the East Riding Local Plan and in the interests of the amenities of the area.

20. In the event of heavy goods movements taking place outside of these permitted hours due to an emergency, the developer shall notify the Local Planning Authority, as soon as practicable, and shall within no more than 7 days of the incident provide a written statement, detailing the nature of the emergency and the reasons why such traffic movements were necessary.

This condition is imposed in accordance with policy ENV1 of the East Riding Local Plan and in the interests of the amenities of the area.

21. No construction works where a 100 mm diameter public combined rising main recorded to cross the site to the east of Cliffe Road at NGR 488116, 439893 shall commence until measures to protect the public sewerage infrastructure that is laid within the site boundary have been implemented in full accordance with details that have been submitted to and approved by the Local Planning Authority. The details shall include but not be exclusive to the means of ensuring that access to the pipe for the purposes of repair and maintenance by the statutory undertaker shall be retained at all times. If the required stand-off or protection measures are to be achieved via diversion or closure of the sewer, the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker and that, prior to construction in the affected area, the approved works have been undertaken.

This condition is imposed in accordance with policies ENV1 and ENV6 of the East Riding Local Plan and in the interest of public health and maintaining the public sewer network.

22. Within 6 months of commissioning of the development, the developer shall submit to the Local Planning Authority an 'as-built' plan, showing full details of the cable route's final alignment including the positions of all joint bays.

This condition is imposed in accordance with policy ENV1 of the East Riding Local Plan in order to confirm the cable routes final alignment.

Note to Applicant / Agent from:

Highway Development Management

- a. The Applicant / Agent must contact the East Riding of Yorkshire Council's Highway and Traffic Management Office at The Highways Building, Annie Reed Road, off Grovehill Road,

Beverley, HU17 0JP (tel: 01482 395739) regarding the construction specification of the vehicular access before any works are commenced in the public highway.

b. A Traffic Regulation Order (TRO) will be required for the new and amended road markings speed limit alterations and the cost of each TRO would be estimated at £4000 which would be arranged via the Council's Traffic and Parking Team (tel: 01482 395701) or (email: traffic.managment@eastriding.gov.uk). Additional costs would be payable if the lining or signage were to be procured by the Traffic and Parking Team. The developer will be required to fund the TRO and the work to install mitigation measures. TRO are covered under highway legislation separate from planning.

c. If the construction of the plant requires any abnormal load movements a Traffic Management Plan should be submitted to and approved in writing by the Local Planning Authority and the Applicant/Agent must contact the East Riding of Yorkshire Council's Abnormal Loads Team (tel. 01482 395596 and email. Abnormal.loads@eastriding.gov.uk).

d. The Applicant/Developer must be aware that if the vehicles from this development were to introduce extraneous debris onto the public highway (including drainage) they would be considered to be committing an offence under Section 149 of the Highways Act 1980 and could be liable for a fine, this may result in closure of the highway to all vehicles. It is in the interest of both the highway authority and the developer to maintain a safe public highway throughout the construction phase.

Public Protection

Importing / removing soil - Where soil, aggregates or fill material needs to be brought on to site for landscaping, earthworks, raising site levels, or back-filling excavations, the developer must ensure it is from a certified clean source and is suitable for use. Any material removed from site for disposal should be documented by appropriate waste transfer notes. Written verification may be required by the local planning authority, and any records should be retained by the developer.

Lead Local Flood Authority and Land Drainage Teams

Consent will be required under the Land Drainage Act 1991 from the relevant Land Drainage Authority (Council Internal Drainage Board or Environment Agency) for any proposed culverting or crossing of a watercourse or main river) prior to any works commencing on the works.

Network Rail

Please note that the developer will be required to enter into agreement with Network Rail for the use of railway land and should contact our Easements and Wayleaves team (easements&wayleaves@networkrail.co.uk) if they haven't done so already to start this process. We also note that Network Rail does not appear to be listed on the Certificate B on the application form submitted with this application.

Beverley and North Holderness Internal Drainage Board

Crossings - Full details of the proposed crossing of the numerous watercourses both Board maintained and riparian watercourses should be provided to the Board for their prior approval.

General Maintenance Responsibility – The proposed development is within the Board's area and is adjacent to numerous Board maintained and riparian owned watercourses, which at these locations are maintained by the Board under permissive powers within the Land Drainage Act. 1991. However, the responsibility for maintenance of the watercourse and its banks rests ultimately with the riparian owner.

General Consent – Under the terms of the Land Drainage Act. 1991 and the Board's Byelaws, the prior written consent of the Board is required for any proposed works or structures in, under, over or within 9 metres of the top of the bank of any watercourse.

The Board would however also like to take the opportunity to inform the applicant that the prior written consent of the Board (outside of the planning process) will also be required for any proposed works or structures in, under, over or within 9 metres of the top of the bank of any Board maintained watercourse, or any ordinary watercourse (excluding Main River watercourses), within the Board's district. Any proposals to culvert, bridge, fill in or make a discharge to any of these watercourses will also require the Board's prior consent approval. Please also note that any consent application can take up to two months to be considered by the Board. Full details of the Consent process can be found on the Board's website: -

<http://www.yorkconsort.gov.uk/index.html>

Ouse and Humber Internal Drainage Board

Separate Land Drainage Consent will be required for each watercourse crossing along the cable route.

Please visit Ouse and Humber Internal Drainage Board's website for more information about planning and development control, including the land drainage consent process. The Board's policy document "Technical Guidance for Developers and Standing Advice for Local Planning Authorities".

The Board offers up to 30 minutes of free pre-application telephone advice to developers. Ouse and Humber Internal Drainage Board also offer a chargeable pre-application service for more detailed advice; if you need to contact us please call us on 01430 430237.

Humberside Fire and Rescue

Access for Fire Service – It is a requirement of Approved Document B5, Section 15 Commercial Properties or B5, Section 13 for Domestic Premises that adequate access for fire-fighting is provided to all buildings or extensions to buildings. Where it is a requirement to provide access for high reach appliances, the route and hard standing should be constructed to provide a minimum carrying capacity of 24 tonnes.

Water Supplies for Fire Fighting – Adequate provision of water supplies for fire-fighting appropriate to the proposed risk should be considered. If the public supplies are inadequate it may be necessary to augment them by the provision of on-site facilities. Under normal circumstances hydrants for industrial unit and high risk areas should be located at 90m intervals. Where a building, which has a compartment of 280m² or more in the area is being, erected more than 100m from an existing fire hydrant, hydrants should be provided within 90m of an entry point to the building and not more than 90m apart. Hydrants for low risk and residential areas should be located at intervals of 240m.

It is considered that a decision made in accordance with this recommendation would not result in any breach of the Human Rights Convention.

In making this decision the Council has followed the requirements in paragraph 38 of the National Planning Policy Framework.

Alan Menzies
Executive Director of Planning and Economic Regeneration

Contact Officer

Mr Matthew Sunman

Principal Planning Officer – Minerals and Waste



East Riding
of Yorkshire

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TITLE
Site Location

